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Hongkong, 2nd January, 1905. 133

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DR. M. H. CHAUN.  
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From the University of Pennsylvania, U.S.A.  
Hongkong, 3rd June, 1904. 61

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Hongkong, 3rd October, 1900. 52

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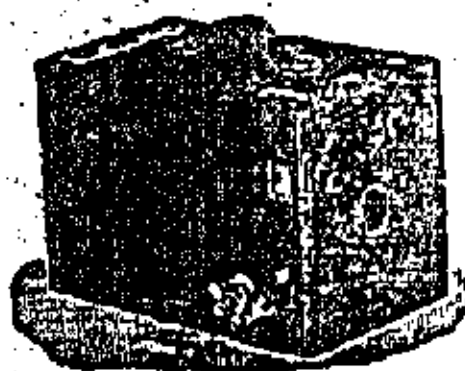
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Hongkong, 7th October, 1904. (a94)

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Correspondents must forward their names and addresses with communications forwarded to the Editor, not for publication, but as evidence of good faith.  
All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be accepted.  
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HONGKONG OFFICE: 14, DES VŒUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 19TH, 1905.

At a time when the affairs of Norway and Sweden are being forced upon the world's attention, any accurate information about either of those countries is very welcome. We are, therefore, glad to publish GLOBETROTTER's interesting letter, although we are extremely sorry to find that our comments on the 12th instant should have so shocked him by their "ignorance." We tried to treat the subject good-humouredly, not wishing to add to the ill-feeling that obviously exists between the two peoples. Since receiving our esteemed Norwegian correspondent's letter, we have read what we wrote, and looked up the "dry bones of history" to see if our recollection of their spirit and purport was at fault. As a result, we feel entitled to gently reprimand GLOBETROTTER for charging us with "some inaccuracies." The use of the uncomplimentary word "ignorance" we can forgive, in view of the circumstance that we had referred to Norway as the weaker partner. We might have known that no Norwegian would stand that. As a matter of historical record, then, we will plead guilty to one inaccuracy. For our impression that Sweden ever co-operated with Norway in its very successful raids on England, we have been unable to discover any sufficient cause. To Norway be all the honour and glory.

The claim of Norwegians to be "more recognised" is a just one. We could wish, for instance, that GLOBETROTTER would recognise his nationals as others see them. Our sympathy is largely with Norway in this matter, because we are not ignorant of the fact that Norway, although prosecuting agriculture vigorously, is, like England, unable to furnish sufficient produce for

home consumption; and it is therefore hard on her that Sweden should seek to force upon her a protectionist policy. But this, as GLOBETROTTER knows, is not really the bone of contention. We deprecate any quarrelling between the Scandinavian peoples, and believe that if the principles of the "National Scandinavian Society," founded in 1864, were perfectly understood, the Union would be allowed to continue. Its purview included three kingdoms, but the Society would doubtless be satisfied to see Sweden and Norway showing a united front in all foreign relations, while reserving independent internal administration. Is it out of the question to define the fiscal policy as much an internal as a foreign policy?

We fear that GLOBETROTTER, and his brethren in Norway, are indeed "somewhat Chauvinistic." Our statement that Norway in 1898 was "refused a purely Norwegian flag," was not erroneous and our correspondent immediately after contradicting it, admits that "it is true." We and he merely express the same fact a little differently. These Norwegian claims are purely Chauvinistic. If it be desirable that Norway and Sweden should unite as Scandinavians when dealing with foreigners, it seems to us that it is reasonable to have a flag to mark the union. Great Britain is not ashamed of the flag which clearly shows the union of Scotland, and Ireland, and those countries (unlike Norway) would object to the removal of their national emblems from the union flag. If Wales has a grievance, it is perhaps that she does not figure as prominently therein. The fact seems to be that the Norwegian patriots need to recognise the difference between patriotism proper and improper, between sane revolution and mere Chauvinistic rebellion. M. Taine in his "Origins of Contemporary France" institutes an illuminating comparison between the Jacobins and real reformers. The latter may be constructors; they have positive ideals for which to strive. The latter quarrel with accepted facts, mere iconoclasm. "He knows only that everything frets him," desires to vent his muddled and blustering ill-humour on all around him, frequently turns against imaginary evils, follows puerile aims, or even fights against those laws which are wise and beneficent. Why? Because, Taine shrewdly suggests, "however perfect institutions, laws, and manners may be, since they have preceded him, he has not assented to them at all; others, his predecessors, have chosen for him, and have enclosed him, in advance, in a political mould which pleased them." The Union of 1814 was a "wise and beneficent" measure. Its wisdom and beneficence will be again recognised if ever Russia resumes her old policy. "Norway for the Norwegians" may be a positive ideal; it is admittedly a Chauvinistic one; and Scandinavia for the Scandinavians would be preferable. We did not intend thus to take a side, but preferred to confine ourselves to pacifying words. In a way, GLOBETROTTER has robbed us of our intended reticence.

But in admiration for Norway and Norwegians, we are all that he could desire. We could catalogue more great men than he names; and, by the way, we would not put Ibsen first. He is admittedly a poet of great power, but he is the archetype of that emotional Norwegian whom we regard as an unworthy descendant of our common Viking ancestry. The prevailing wind of his temper is, like the adagial Irishman, "agin the Gov'mint." In art and technique he is great; in philosophy we think him ignoble. That by the way. We will not dispute GLOBETROTTER's right as a Norwegian to suggest that his countrymen are more democratic than the Swedes. We admit ignorance as to that, but we believe that Sweden also is democratic. It had an elective monarchy early in the fourteenth century, and although that arrangement was upset two centuries later, the legacy of democracy has been working ever since. The mountains that divide the two countries are not so high that the national characteristics are entirely dissimilar. Norwegians may be "too proud to become Swedes." So far as we know, they have received no such invitation. No Scotsman wants to be an Englishman, or vice versa, but they do not fight about it. They are not ashamed of the name Britons; and a man may be a good Norwegian without objecting to be classed with the Swede as a Scandinavian. It is certainly Chauvinistic of GLOBETROTTER to boast that Norway once gave Sweden a decided beating; and we fancy the inaccuracy is on his side when he says that "no page in history can be brought up as evidence of a Norwegian defeat in battle at the hands of Sweden."

We read that the Kings of Denmark and Sweden, after defeating and slaying Olaf I. (the king who "established Christianity by force and cruelty"), divided Norway between them (A.D. 1000). On the 16th July, 1814, the Swedish troops entered Norway, and the same year Charles XIII. of Sweden was proclaimed king. There does not seem to have been a really decisive battle, but if the Norwegians defeated the Swedes, why did they accept a Swedish King? We will not, however, labour an unpleasant point unnecessarily. We cannot withdraw our remark about Norway being the weaker partner. In one way, recent history is sufficient to confirm it. Union is strength, and Norway is weak enough to wish to dissolve a union that has conserved Scandinavian strength in times of common peril. We hope they will never regret their separatist policy; and cordially echo our correspondent's wish that there may be no war. We do not think there will be war. GLOBETROTTER, in thinking that there is a strong strain of Norwegian and Danish blood in the veins of the English, thinks rightly. In the Hebrides, he will find unmistakable Norsemen, who still talk of "Viking" (Vikings); and in England proper, the rural dialects of the north-west contain to-day many purely Norwegian nouns that are in daily use. We are far from being ashamed of this line strain; and trust that our Norwegian correspondent will accept these comments as well-meant and friendly, however erroneous, inaccurate, or ignorant they may in his eyes appear.

During 1904 forty-four ships were registered at Hongkong under the provisions of the Imperial Act, and four certificates were cancelled.

During 1904 fifty-six cases were heard in the Marine Magistrate's Court. Refusal of duty on board ship and breach of Harbour Regulations were the principal offences. In connection with the above, the Assistant Harbour Master has been placed in charge of the Water Police as a tentative measure.

Ng Tsai Hau was charged before Mr. F. A. Hazelard at the Police Court on Saturday with the larceny of a quantity of clothing from No. 187 Monkok Reclamation Street, Yumati. The defendant, it appears, was the tenant of one of the houses, and sub-let part of it to three other Chinese. While they were at work on Thursday last, Ng collected their wearing apparel and did the disappearing trick. When his fellow boarders returned, they found their wardrobes ransacked and the host missing. The police were informed, and a search was immediately instituted. Ng was found on a steamer which was about to leave for Macao, apprehended in some of the stolen articles. He was arrested, and appearing before His Worship on Saturday was sentenced to four weeks' imprisonment with hard labour and six hours' stoppage, and he is further to be recommended for banishment on the completion of his sentence.

## HONGKONG STEAM LAUNCHES.

On the 31st December, says the Harbour Master in his report for 1904, there were 282 steam launches employed in the harbour. Of these, 106 were licensed for the conveyance of passengers, 134 were privately owned, 16 were the property of the Colonial Government, and 6 belonged to the Imperial Government in charge of Military Authorities.

Seventeen master's certificates were suspended, 7 for one month, 3 for six weeks, 3 for two months, 3 for three months, and 1 for six months; 2 engineer's certificates were suspended for 1 and 6 months respectively. Three masters were cautioned.

Four hundred and forty-three (443) engagements, and four hundred and fifty-six (456) discharges of masters and engineers were made from 1st January, to 31st December.

Fourteen (14) steam launches were permitted to carry arms, &c., for their protection against pirates; of these, twelve were previously permitted, and two during this year.

## AACHEN AND MUNICH FIRE INSURANCE CO.

We have received the revenue account of this Company for the year 1904, with the balance sheet, both in sterling, the conversion from marks being at the rate of 20=£.

The net premiums were £645,080 showing an increase of £45,614 upon the previous year.

The net losses amounted to £360,000 being 55.9 per cent. of the premium income, and the expenses, inclusive of commission and other outgo, amounted to £185,697 or 28.8 per cent. thus leaving a surplus of £98,774 or 15.3 per cent.

Interest receipts, inclusive of profit on investments realised etc., amounted to £45,921.

After carrying £22,908 to premium reserve in order to provide for increased liabilities on policies not run off, the net profit arising from the years operations amounted to £121,789.

Inclusive of £19,886 brought forward from 1903, the divisible surplus amounts to £141,675 and has been appropriated as follows:

Dividend, at the rate of 83 1/2 per cent. on paid up capital	£75,000
Taxation	5,511
Proportion of profit appropriated for works of public utility in conformity with the Company's statutes	23,504
Added to surplus reserves	10,119
Written off value of Company's freehold offices	9,609
Balance carried forward	17,932
	£141,675

## TELEGRAMS.

["DAILY PRESS" SERVICE.]

## AUSTRALIANS AGAIN BEATEN.

LONDON, 17th June.

Yesterday's remaining scores for England, at Lords, were:—

Lilley	0
Haigh	14
Arnold (not out)	7

English total for first innings, 282.

Australia totalled 181.

In the second innings, English scores were:—

Maclaren	79
Hayward	8
Tyldesley	12
Fry (not out)	36
Jackson	0
Jones	5
Bosanquet (not out)	4
Extras	7

Total [for 5 wks.] 151

There was no play to-day, as it was raining heavily.

[REUTERS' SERVICE.]

## GUN ACCIDENT ON H. M. S.

"MAGNIFICENT."

LONDON, 15th June.

While H.M.S. *Magnificent* was at gun practice off Toluca, a six inch shell exploded inside the gun; eighteen, including the Gunnersy Lieutenant, were wounded.

LONDON, 16th June.

The cartridge of the shell in the *Magnificent's* gun missed fire, whereupon the breech opened and an explosion occurred simultaneously. Lieutenant Stobert and three men, injured by the explosion, are dead.

## THE ASSASSINATION OF M. DELYANNIS.

LONDON, 15th June.

The death of M. Delyannis is regarded in Greece as a national calamity and is causing serious confusion; funds generally are lower and the Bourse was closed till after the funeral in order to avert a panic.

## THE MOROCCO CONFERENCE.

LONDON, 15th June.

Mr. Lowther, British Minister at Morocco, presented a categorical refusal from Great Britain on the 8th June to join an international conference. Count Tattenbach on the 9th June conveyed Germany's acceptance.

LONDON, 17th June.

The German Ambassador in Paris is conducting important discussions with M. Rouvier. Austria, Italy and America have intimated that they are prepared to join a conference on the Morocco question, provided always that the Powers chiefly concerned accept the invitation.

## FRANCE.

LONDON, 16th June.

M. Rouvier has decided to retain for the present the Foreign portfolio.

LATER.

M. Avellan has resigned the Ministry of Marine and M. Rouvier has abandoned the Ministry of Finance and takes the Foreign portfolio only.

[Message mixed. See next column.]

## THE ROYAL MARRIAGE.

LONDON, 16th June.

The marriage of Prince Adolphus of Sweden and Princess Margaret of Connaught has taken place at St. George's Chapel, Windsor. The weather was magnificent.

## LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Zielen* left Shanghai on Saturday, at 10 a.m., and may be expected here to-morrow, p.m.

The I.G.M. str. *Sachsen*, carrying the German mail with dates from Berlin of the 23rd May, left Singapore on Friday, at 6 p.m., and may be expected here on the 21st inst., at 5 a.m.

The str. *Zafro* left Manila on Saturday, the 17th inst., and is due here to-day, at 5 p.m.

The O.S.S. & C.M. str. *Catchas* left Shanghai on the 15th inst. for Hongkong via Foochow, and is due here to-morrow.

The O.S.S. & C.M. str. *Ajoo* left Singapore on the 16th inst., p.m., and may be expected here on the 22nd inst.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 1-4th at 5 a.m. Orders issued to lower the Black South Cone.

At 8.40 a.m. The typhoon has recurred and appears to be moving towards the S. part of the Formosa Channel.

At 11.55 a.m. The barometer has risen in the neighbourhood of Hongkong, and fallen at all stations around the Formosa Channel. Fresh W. to S.W. winds may be expected over the N. part of the China Sea and bad weather in the Formosa Channel.

Forecast:—Moderate W. breezes; fine.

## THE WAR.

["DAILY PRESS" SERVICE.]

## LINIEVITCH SURROUNDED.

LONDON, 17th June.

The Japanese have succeeded in completely enveloping General Linievitch and the Russian Army.

The greatest battle of the whole campaign is believed to be imminent.

## PEACE REPRESENTATIVES.

LONDON, 17th June.

It is reported that M. Neidoff will represent Russia, and the Marquis Ito, Japan, at the peace conference at Washington.

## RUSSIAN NAVAL CHIEFS RESIGN.

LONDON, 17th June.

The Tushima fiasco has caused the Grand Duke Alexis (First Navy Lord) and Vice-Admiral Avelan (Minister of Marine) to resign.

[REUTERS' SERVICE.]

## "NONE SO BLIND AS THEM THAT WILL NOT SEE."

LONDON, 16th June.

The St. Petersburg press continues to comment in an arrogant manner on the suggestions of peace, declaring that Japan is more in need of peace than Russia.

## A GRAND DUKE'S "DIGNITIES."

LONDON, 16th June.

The Tsar has accepted the resignation of the Grand Duke Alexis from Supreme Chief of the fleet and the Navy Department, but the Grand Duke retains the dignities of Grand Admiral, and aide-de-camp to the Tsar.

## POURPARLERS' SEULEMENT.

LONDON, 17th June.

The announcement of the selection of Washington as a meeting place appears to imply that progress is being made towards making peace, otherwise nothing whatever is known of the "pourparleying."

## A HONGKONG STREET PERIL.

The Chinese, whose front stoops overhang the public ways at varying heights, have a careless and very dangerous habit of dropping things. Sometimes accident is responsible; sometimes in mischief some light article, or a cup of tea, will be aimed at a foreign devil passing beneath; and sometimes, no doubt, reckless malice punts the pedestrian's life in peril. A *Daily Press* representative was within three yards of the spot where an earthenware crock struck the ground on the hill leading up past the jail some weeks ago. This sort of thing ought to be rigorously suppressed; and it seems a pity that a prosecution should fail for want of evidence. However, in the case that follows, the magistrate had not enough to justify conviction. Luk Tong, the foki who was charged with hurling the water jar from the third floor of a house in Third Street on to the head of Tai Choog and causing grievous bodily harm, again appeared before Mr. G. N. Orme at the Police Court on Saturday.

Mr. O. D. Thomson presented, and Mr. A. Holbarow (of Messrs. Deacon, Looker and Deacon) appeared for the defendant. Tai Kit, complainant's foki, was the only witness to the deed. He stated that he saw the defendant throw the jar, which struck complainant on the head and felled him. Immediately a crowd gathered and an uproar ensued. Mr. Holbarow—If you saw all this, why did you not come forward before and give evidence? Witness—I was afraid of the haifong (people in the neighbourhood), and I only came forward now on the solicitation of complainant's brother.

His Worship, after hearing the evidence for the defence, stated that it was incumbent on the prosecution to prove clearly that the defendant threw the jar. Tai Kit did not recognise his master who was close to him when he fell, and yet he recognised the defendant some distance away.

Under the circumstances His Worship was of opinion that the evidence was not sufficient to convict and, therefore, discharged the defendant.

## A CANTONESE BEI-BERI CASE.

The *Cabineuse* of the 13th inst., contains the following picturesque report:—Go Tan Ko has gone to join Confucius and all the dead Chinese. He intended to go to Canton, but as he crossed the gunwale of the *Dubi's* starboard quarter, Death met him and took him across the Styx.

He had been in Manila since the last days of the dons, and had made much money, for a coolie. He was going home to buy a wife in the city of the downy pagoda. As he left the house for the steamer he ruled and fell on the deck. At first it was thought he was seasick, but soon it was seen that the trouble was more serious. He was removed ashore and died as his feet again rested on Philippine terra firma. The quarantine medical officer reported the cause of death as beri-beri.

## CORRESPONDENCE.

NORWAY AND SWEDEN.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—In your leader of June 12th concerning the political situation in Scandinavia there are some inaccuracies which I beg leave to point out in your esteemed paper.

It is a deplorable fact that the political position of Norway has been less known to even the well informed public outside of Scandinavia than almost that of any other country.

That this is the case seems the more remarkable, when it is remembered that thousands of tourists every year visit the "Land of the Midnight Sun," and that Norway by ties of origin, race, religion, interests and friendship is more closely connected with Great Britain than any other state in Europe. We Norwegians have a distinct and just claim to be more recognized than we are.

In every branch of the peaceful arts we have fostered some of the greatest personalities of the last century, to mention prominently: Ibsen, Bjornson, Abel, Grieg, Hansteen, Dahl, Thaulow and Nansen.

We are a proud and free born people and one of the oldest states of Europe. Our national sentiments and patriotism are well characterized. From time immemorial there have been feuds between Norwegians and Swedes, and these two countries are as different as neighbours possibly can be. While Norway is a democratic and free trading state, Sweden is aristocratic and strongly adhering to the protective system. In Sweden the land is in the hands of the few, in Norway of the many.

Besides Norway is mainly an industrial and shipping country having the fourth tonnage of the world, while Sweden, although possessing great industries, is chiefly agricultural.

The male line of the Norwegian Royal House became extinct in the 14th century, so for some time we were united with Sweden under King Magnus, who was married to a Norwegian princess. A younger son Haakon took up the reins of a separate Norway. He was married to the famous Queen Margrete, who, on his death, united Norway, Sweden and Denmark under her iron sceptre. Sweden soon left the Union, but Norway and Denmark remained united till 1814.

By the treaty of Kiel, the Powers decided to punish Denmark-Norway for their devotion to France, and reward Carl Johan Bernadotte Crown Prince of Sweden, formerly Marshal of France, for his valuable services against his old chum Napoleon, by presenting Norway to Sweden. The Powers and Sweden had, however, entirely forgotten to take into calculation, that there was a Norwegian nation, which had always been too proud to become Danes, and which was at that moment both too proud and too powerful to be willing to become Swedes. "The Norwegians would not acknowledge 'and never have acknowledged the Peace of Kiel as binding for them.'"

We commenced war, and in the only important battle taking place the Swedes were repulsed and thrown back over the frontier. In the meanwhile the Norwegian Government opened negotiations about a Union based on absolute equality and separation in all matters except the personal and defensive union represented by the Royal House of Bernadotte. Thus was the Union of 1814 founded, and "Norway retained her full internal freedom, her own army, her own navy, her own bank and money, 'tary system, her own customs duty, her own university, her own flag, in short, everything 'needful to secure her independent existence.'"

When dealing with Norwegian affairs the king was to be considered King of Norway only. For economical reasons the Norwegians at the outset placed the management of foreign affairs in the hands of the king.

When Norwegian shipping and commerce later on began to flourish, we realized that it was absurd policy to continue the company of foreign representation, as the interests of Sweden in many cases were diametrically opposed to those of Norway. Then we began the agitation of reform, which has led to the dissolution.

But the underlying cause is as much the constant endeavours on the part of Sweden to put Norway in a secondary position in the Union, which we, as a proud and independent people, highly resent. I will not mention the many breaches of faith committed by Sweden in dealing with Norway, for they are legion.

When the *Daily Press* writes that Norway in 1898 was "refused a purely Norwegian flag," this statement is erroneous, in so far as we always had a purely Norwegian flag. We were refused sanction by the King—it is true—to remove the union consisting of Norwegian and Swedish colours from the corner of our flag, but as this Bill in 1898 was passed for the third time, it became an Act in accordance with a provision of our constitution without receiving Royal sanction. Since then we have been flying no union-marked flag except in the navy and army.

The *Daily Press* is incorrect in stating that Norway and Sweden "united in the most amicable manner to raid England." In the Viking days, the Swedish sold of enterprise was always in the East, while Danes and Norwegians went towards the West, extending their expeditions even to Italy. William the Conqueror was a direct descendant in the seventh generation of the Norwegian Sea-King Rolf and I am strongly inclined to believe that there is a strong strain of Norwegian and Danish blood in the veins of the English.

It is delightful for us to think of all what our descendants, the English, have accomplished walking in the footsteps of the Vikings.

It is the hope of the writer that the present conflict will lead to no bloodshed, and may be that the three Scandinavian countries once more in future will unite, when the national character of the Swedish nation has changed into more







**NOTICE.**  
Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press only, and special business matters to the Manager.  
Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.  
Telegraphic Address: P. O. Box 33. Telephone No 12.

## NEW ADVERTISEMENTS

**MADAME JAY'S.**  
No. 4, Des Vaux Road.  
Have just received, from New York.  
**LADIES' AMERICAN SHOES.**  
The new RUBBER-BROWN (now so fashionable). Black Patent Leather and White Canvas with Military Heel.  
HOSE to Match Shoes and Gown.  
Also a fine lot of American STRAYS and SHIRT WAISTERS.  
Hongkong, 19th June, 1905. [1463]

## BOARD AND RESIDENCE

**THE PROPRIETRESS** of the "TANG YUEN" BOARDING HOUSE is removing on 1st July, and is opening a larger Boarding House at "BRAESIDE" 20, Macdonnell Road, where the accommodation comprises large Dining and Reception Rooms, large and well furnished Bedrooms, Tennis, and a large Garden, with fine view of the Harbour. Address: Mrs. W. WATTS.  
"Braeside," 20, Macdonnell Road.  
Hongkong, 19th June, 1905. [1464]

## SELECT BOARD AND RESIDENCE

**"BRAESIDE"**  
A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, good Dining and Reception Rooms, large, airy and nicely furnished Bedrooms, every home comfort. Fine view of the Harbour. Terms moderate.  
Apply to—  
Mrs. F. W. WATTS.  
"Braeside," 20, Macdonnell Road.  
(late of "Tang Yuen").  
Hongkong, 19th June, 1905. [1465]

## NAVY CONTRACT.

**TENDERS** are invited for the supply of FRESH WATER, for the period of twelve months commencing 1st July next, to H.M. NAVAL YARD, Hongkong, or to any H.M. Ships and Hired Vessels lying in the Harbour. Forms of tender to be obtained on application to the Naval Store Officer, H.M. Naval Yard, Hongkong, and should be returned not later than SATURDAY, the 24th June, 1905.  
Hongkong, 19th June, 1905. [1462]

## PUBLIC AUCTION.

**THE** Underigned has received instructions to sell by Public Auction, on the 20th June, 1905, at 2.30 p.m., at his SALES ROOMS, Queen's Road, LADIES' and CHILDREN'S DRESS MATERIALS, SILKS, LACES, PLAIN, NELETTE, GLOVES, SOCKS, COLLARS, MEN'S SHIRTS, TIES, &c., GENTS' FELT HATS and STRAW HATS, BLANKETS and OIL CLOTH, &c., &c.  
TERMS OF SALE: As Customary.  
V. I. REMEDIOS, Auctioneer.  
Hongkong, 19th June, 1905. [1466]

## PUBLIC AUCTION.

**THE** Underigned have received instructions from the OFFICIAL ADMINISTRATOR, to sell by Public Auction, For Account of the Estate of the late EDWARD I. HEATH, On WEDNESDAY, the 21st June, 1905, at 11 a.m., at their SALES ROOMS, No. 8, Des Vaux Road (Corner of Lee House Street), THE GOODS AND CHATELLETS of the above-named deceased.  
TERMS: As usual.  
HUGHES & HOUGH, Government Auctioneers.  
Hongkong, 19th June, 1905. [1467]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

**FOR SWATOW, AMOY AND FOOCOW.**  
THE Company's Steamship

**"HAICHING."**  
Captain Hodgins, will be despatched for the above ports TO-MORROW, the 20th inst., at 11 a.m.  
For Freight or Passage, apply to  
DOUGLAS LARPAIK & CO., General Managers.  
Hongkong, 17th June, 1905. [1460]

**NORDEUTSCHER LLOYD, BREMEN.**  
IMPERIAL GERMAN MAIL LINE.

**FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.**  
The Imperial German Mail Steamship

**"SACHSEN."**  
Captain F. v. Letten-Petersen, due here with the outward German Mail about WEDNESDAY, at 5 a.m., will leave for the above places about 12.30 hours after arrival.  
For Further Particulars, apply to  
MELCHERS & CO., Agents.  
Hongkong, 19th June, 1905. [5]

**DAMPFSCHIFFS-REDEREI "UNION" ACTIEN-GESELLSCHAFT.**

**FOR NEW YORK.**  
THE Steamship

**"VERONA."**  
Captain Fobronz, will be despatched for the above port on or about TUESDAY, the 25th July.  
To be followed by the Steamship  
"ALBENGA."  
Captain Petersen, on or about end of August.  
For Freight, apply to  
CARLOWITZ & CO., Agents.  
Hongkong, 19th June, 1905. [1468]

## NEW ADVERTISEMENTS

## NOTICE TO CONSIGNEES.

**FROM CALCUTTA, PENANG AND SINGAPORE.**

**THE Steamship**  
"ARRATON APCAR,"  
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.  
Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.  
Cargo remaining on board after 4 p.m., of the 20th June, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.  
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the undersigned.  
DAVID SASSOON & CO., LD., Agents.  
Hongkong, 17th June, 1905. [1441]

**"MOGUL" LINE OF STEAMERS.**

## NOTICE TO CONSIGNEES.

**S.S. "OCEANO."**  
FROM GLASGOW AND LIVERPOOL.  
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.  
All Claims against the Steamer must be presented to the Underigned on or before the 26th inst., or they will not be recognised.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 3 p.m.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
DODWELL & CO., LIMITED, Agents.  
Hongkong, 18th June, 1905. [1469]

**OCEAN STEAMSHIP COMPANY, LIMITED.**

**CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.**

**CONSIGNEES per Company's Steamer**

**"ROXTON HALL."**  
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the wharves of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 17th inst.  
Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m., on the 21st June.  
No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 21st June will be subject to rent.  
All Claims against the Steamer must be presented to the Underigned on or before the 24th June, or they will not be recognised.  
No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 19th June, 1905. [9-10]

**THE CHINA TRADING COMPANY, LIMITED.**

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## PUBLIC COMPANIES

## HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

**NOTICE IS HEREBY GIVEN** that an EXTRAORDINARY GENERAL MEETING of the above named Company will be held at the Registered Office of the Company, Alexandra Buildings, TO-MORROW TUESDAY, the 20th instant, at 12.30 p.m., when the sub-joined Resolutions which were passed at an Extraordinary Meeting of the Company, held on Saturday, 3rd of June, 1905, will be submitted for confirmation as Special Resolutions.

1. That it is desirable that the Company may be dissolved and that it be wound up voluntarily.
2. That the General Managers be and they are hereby appointed Liquidators.
3. That the Liquidators be and they are hereby authorised to consent to the registration of a New Company to be named the "PEAK TRAMWAYS COMPANY, LIMITED," with a Memorandum and Articles of Association which have been prepared by the Liquidators and approved by the Committee of the Company.
4. That the Liquidators be empowered to sell to the "PEAK TRAMWAYS COMPANY, LIMITED," the undertaking of this Company at the price of \$200 per share either in cash or shares of the "PEAK TRAMWAYS COMPANY, LIMITED," at the option of Shareholders of this Company and to enter into all necessary Agreements to that effect.

JOHN D. HUMPHREYS & SON, General Managers.  
Dated 5th June, 1905. [1386]

## GREEN ISLAND CEMENT COMPANY, LIMITED.

**SHARE CERTIFICATES** Nos. 229/230; 379/380; 505/511; 529/535/539 and 1224 for shares Nos. 3101/3150; 9201/9225; 9251/9275; 10196/10235; 16729/16808; 27421/27808; 37638/37777 and 70401/71757 standing in the Register in the name of LI SING having been LOST, NOTICE IS HEREBY GIVEN that the said Certificates be produced at the Offices of the Company, St. George's Buildings, before the 23rd day of June, 1905, NEW CERTIFICATES for the said shares will be issued to the owner and the Old Certificates will thereafter be held by the Company as null and void.  
Dated this 23rd day of May, 1905.  
SHEWAN, TOMES & CO., General Managers.  
Hongkong, 24th May, 1905. [1287]

**THE HONGKONG CANTON & MACAO STEAMBOAT COMPANY, LIMITED.**

**NOTICE.**

**NOTICE IS HEREBY GIVEN** that a SCRIPT CERTIFICATE No. 6623 issued 23rd December, 1901, for One Hundred and Fifty Shares numbered 37331/37370, 506/515, 5316/5365, 25669/25675, 27421/27808, 37638/37777 and 70401/71757 standing in the name of TONG SHOU KIANG, of Hankow, and that SCRIPT CERTIFICATE No. 6627 issued 23rd December, 1901, for One Hundred and Fifty Shares numbered 34286/34335, 71536/71537, 38861/38910 of the Company in the name of TONG SHOU PANG, of Hankow, have been LOST, and should the same not be produced before the 27th June, 1905, NEW SCRIPT CERTIFICATES will be issued to the said TONG SHOU KIANG and TONG SHOU PANG; and no transactions taking place under the said Scrip Certificates Nos. 6623 and 6627 will be recognised by the Company.  
T. A. OLD, Secretary.  
Hongkong, 27th May, 1905. [1307]

**THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.**

**LOST.**

**THE CERTIFICATES** of 600 and 500 SHARES standing in the Register of this Company in the names of TONG SHOU PANG and TONG SHOU KIANG respectively have been LOST, viz:—  
Scrip No. 2484—20,297/20,896—600 Shares.  
" " 2485—20,897/21,396—500 "

1100 Shares

**NOTICE IS HEREBY GIVEN** that Duplicate Certificates for the said 1100 Shares will be issued one month hence, and that the Original Certificates unless produced within that period will thereafter be held by the Company as null and void.  
SHEWAN, TOMES & CO., General Managers.  
Hongkong, 29th May, 1905. [1314]

**THE GREEN ISLAND CEMENT COMPANY, LIMITED.**

**LOST.**

**THE CERTIFICATES** of 600 and 600 SHARES standing in the Register of this Company in the names of TONG SHOU PANG and TONG SHOU KIANG respectively have been LOST, viz:—  
Scrip No. 2461—8,001/8100—600 Shares.  
" " 2462—5751/6050 "

21086/21335—600 Shares.

**NOTICE IS HEREBY GIVEN** that Duplicate Certificates for the said 1200 Shares will be issued one month hence, and that the Original Certificates unless produced within that period will thereafter be held by the Company as null and void.  
SHEWAN, TOMES & CO., General Managers.  
Hongkong, 29th May, 1905. [1315]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

**NOTICE.**

**THE CERTIFICATE** No. 2493 for 25 Shares in the above Company numbered 14,306 to 14,330 inclusive, standing in the Register of Shareholders in the name of TONG SHOU PANG, and the Certificate No. 2494 for 25 Shares in the above Company numbered 14,331 to 14,355 inclusive, standing in the Register of Shareholders in the name of TONG SHOU KIANG, having been LOST, it is thought in the destruction of the steamship "Yuen Wo" by fire in the Yangtze River on or about the 26th April, 1905.  
NOTICE IS HEREBY GIVEN that Certificates for the said 50 shares will be issued at the expiration of one calendar month from the date of this Notice, and that the Original Certificates will not be produced within that period, to be hereafter held by this Company as null and void.  
DOUGLAS LARPAIK & CO., General Managers.  
Douglas Steamship Co., Ltd.  
Hongkong, 28th May, 1905. [1339]

## PUBLIC COMPANIES

## THE CHINA LIGHT AND POWER COMPANY, LIMITED.

**THE FOURTH ORDINARY ANNUAL MEETING** of SHAREHOLDERS in the above named Company will be held in the COMPANY'S OFFICES, St. George's Building, No. 6, Connaught Road, Victoria, on WEDNESDAY, 21st June, 1905, at 11 a.m. for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 28th February, 1905, and electing a Consulting Committee and Auditors.  
The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 17th to WEDNESDAY, 21st June, both days inclusive.

SHEWAN, TOMES & CO., General Managers.  
Hongkong, 10th June, 1905. [1424]

**CHINA LIGHT AND POWER COMPANY, LIMITED.**

**NOTICE IS HEREBY GIVEN** that an EXTRAORDINARY MEETING of the above named Company will be held in the COMPANY'S OFFICES, St. George's Building, No. 6, Connaught Road, Victoria, on WEDNESDAY, 21st June, 1905, at a quarter past eleven o'clock A.M. when the subjoined resolution will be proposed:  
Should the Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened, and in the event of being confirmed the Shares will be offered to Shareholders on the Register on the Eighth day of July, in proportion to their shareholdings, and all shares not applied for by Shareholders will be disposed of by the General Managers in accordance with Article 8 paragraph 2 of the Company's Articles of Association.

**RESOLUTION:**  
That the Capital of the Company be increased to \$500,000 by the creation of 20,000 new shares of \$10.00 each.

SHEWAN, TOMES & CO., General Managers.  
Hongkong, 10th June, 1905. [1425]

**CHINA TRADERS' INSURANCE COMPANY, LIMITED.**

**NOTICE.**

**THE CERTIFICATE** No. 4904 for 23 Shares in the above Company numbered 3361 to 3383 inclusive standing in the Register of Shareholders in the name of TONG SHOU PANG having been LOST, it is thought in the destruction of the Steamship "Yuen Wo" by fire in the Yangtze River on or about the 26th ultimo, NOTICE IS HEREBY GIVEN that a Duplicate Certificate for the said Twenty-Three Shares will be issued at the expiration of one calendar month from the date of this Notice, and that the Original Certificate will, unless produced within that period, be thereafter held by this Company as null and void.  
JAMES WHITTALL, Secretary.  
Hongkong, 27th May, 1905. [1316]

**CHINA TRADERS' INSURANCE CO., LIMITED.**

**NOTICE.**

**THE CERTIFICATE** No. 1903 for 27 Shares in the above Company numbered 3384 to 3410 and 15,391 to 15,395 inclusive, standing in the Register of Shareholders in the name of TONG SHOU KIANG, having been LOST, it is thought in the destruction of the Steamship "Yuen Wo" by fire in the Yangtze River on or about the 26th ultimo, NOTICE IS HEREBY GIVEN that a Duplicate Certificate for the said Twenty-Seven Shares will be issued at the expiration of one calendar month from the date of this notice, and that the Original Certificate will, unless produced within that period, be thereafter held by this Company as null and void.  
JAMES WHITTALL, Secretary.  
Hongkong, 27th May, 1905. [1317]

**IN THE SUPREME COURT OF HONGKONG.**

**IN THE MATTER** of the Estate of ALFRED WRIGHT, late of Victoria, in the Colony of Hongkong, Architect, deceased.

**NOTICE IS HEREBY GIVEN** that the Court has, by virtue of a Section 58 of Ordinance No. 2 of 1897 made an Order limiting to the 4th day of July, 1905, for sending in Claims against the above estate.  
All Creditors are hereby required to send their Claims to the undersigned before that date.  
Dated this 3rd day of April, 1905.  
ARATHOON SETH, Official Administrator.

**THE TRADE MARKS ORDINANCE, 1898.**

**APPLICATION FOR REGISTRATION OF TRADE MARK.**

**NOTICE IS HEREBY GIVEN** that The SHANGHAI COTTON SPINNING COMPANY, Limited, carrying on business at Shanghai in the Empire of China as manufacturers have, on the 25th day of April, 1905, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARK:  
The representation of three TIGERS. On either side of the said representation are two Chinese characters 三虎 reading Sam Foo meaning "Three Tigers".  
In the name of The SHANGHAI COTTON SPINNING COMPANY, Limited, who claim to be the proprietors thereof.  
The TRADE MARK has been used by the applicants since the month of April, 1905, in respect of the following goods:—  
COTTON YARN IN CLASS 23.  
A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.  
Dated the 17th day of May, 1905.  
JOHNSON, STOKES & MASTER, Solicitors for the Applicants.  
8, Des Vaux Road.  
Hongkong.

**TO LET.**

**NOS. 4 & 5, OBSERVATORY VILLAS, KOWLOON.** Five Rooms Houses; Tennis Court.  
Apply to—  
ARRATON V. APCAR & CO.,  
45, Wyndham Street.  
Hongkong, 13th June, 1905. [1434]

## TO LET.

## TO LET.

**OFFICE ROOMS** at Nos. 12 & 14, Queen's Road Central (Corner House); also GODOWNS at Back. Can be let separately or wholly. Rent moderate, cheaper if the whole is taken on a long lease.  
SEVEN EUROPEAN HOUSES, late P. Blackhead & Co. and Shewan, Tomes & Co.'s Offices, Ground Floors and Top Floors with Godowns can be let separately on leases.  
Apply to—  
CHUNG SHUN KOO,  
12 & 14, Queen's Road Central.  
Hongkong, 24th December, 1904. [92]

## HONGKONG CLUB.

**TO LET.**

**TWO ROOMS** on the Ground Floor of the annex, from 1st September next, suitable for Offices. For particulars apply to the undersigned.  
C. H. GRACE, Secretary.  
Hongkong, 1st June, 1905.

## TO LET.

**NO. 1, RIFON TERRACE.**

**FLATS** in MORETON TERRACE, facing the Polo Ground.  
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE FIRE).  
GODOWNS; PRAYA EAST.  
A BUILDING at Connaught Bay, at present in occupation of the Steam Laundry Co., Ltd.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 29th June, 1904. [81]

## TO LET.

**WITH IMMEDIATE POSSESSION** "Forest Lodge" Caine Road.  
Apply to—  
H. N. MODY.  
Hongkong, 2nd May, 1905. [1114]

## TO LET.

**NO. 74, CAINE ROAD.**

**NO. 2, MACDONNELL ROAD.**

**Apply to—**  
COMPTON'S DEPARTMENT,  
Nippon Yusen Kaisha.  
Hongkong, 3rd June, 1905. [84]

## TO LET.

**POSSESSION** 1st July, 1905. No. 58, CAINE ROAD. 6-Roomed House. Healthy locality. View of Harbour.  
Apply to—  
CHINA MERCHANTS S. N. CO.,  
15 & 16, Connaught Road, Praya West.  
Hongkong, 26th May, 1905. [1296]

## TO LET.

**IMMEDIATE POSSESSION.** No. 2, SELBOURNE VILLAS, (No. 10, KENNEDY ROAD), 8 Rooms House. Servants' quarters detached. Newly renovated throughout.  
Apply to—  
MOK KOON YUK,  
Comptroller Office,  
Butterfield & Swire.  
Hongkong, 24th May, 1905. [1225]

## TO LET.

**NOS. 2 & 3, BARROW TERRACE.**

**DURBAN HOUSE, KOWLOON.**

**THREE NEW HOUSES, CASTLE ROAD, HONGKONG.**

**Apply to—**  
SAM WANG CO., LD.,  
81, Queen's Road Central.  
Hongkong, 18th May, 1905. [1234]

## TO LET—UNFURNISHED—AT THE PEAK.

**WITH Immediate Entry.** LYEE MUN, BARKER ROAD, containing 2 Reception Rooms, 4 Good Bedrooms, Excellent Bathrooms and Servants' Quarters. The House is comparatively new and is in excellent repair, splendid view of the Harbour and very convenient for Tramway station at Plantation Road.  
Apply to—  
RUSSO-CHINESE BANK.  
Hongkong, 3rd May, 1905. [1130]

## TO LET.

**SUITE** for Offices, TWO ROOMS in Prince's Buildings.  
Apply to—  
LAUTS, WEGENER & CO.  
Hongkong, 4th March, 1905.

## TO LET.

**NO. 11, GAGE STREET,** Eight Rooms, from 1st June, 1905.  
Apply to—  
E. A. DE CARVALHO,  
14, Arbutnot Road.  
Hongkong, 13th May, 1905. [1119]

## TO LET.

**NO. 12, KNOTSFORD TERRACE, KOWLOON.**

**Apply to—**  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 5th May, 1905. [1143]

## TO LET.

**"PARKSIDE" KOWLOON,** a Six Rooms Detached House Standing in its own Grounds, facing the King's Park.  
For Particulars, apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 24th May, 1905. [1224]

## TO LET.

**FURNISHED ROOM** with Board, Tennis Court. Near Ferry, Kowloon.  
Apply to—  
"S. S.",  
Care of Daily Press Office.  
Hongkong, 3rd June, 1905. [1384]

## TO LET.

**"WOODBURY" G**











# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

### OUTWARDS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"AJAX"	On 23rd June.	
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 30th June.	
GLASGOW and LIVERPOOL	"STENTOR"	On 7th July.	
GLASGOW and LIVERPOOL	"PATROCLOS"	On 14th July.	
GLASGOW and LIVERPOOL	"KEEMIN"	On 16th July.	
GLASGOW and LIVERPOOL	"PAKLING"	On 18th July.	
GLASGOW and LIVERPOOL	"ACHILLEUS"	On 23rd July.	

### HOMEWARDS.

FROM	STEAMERS	TO	DATE
GENOA, MARSEILLES and LIVERPOOL	"DEUCALION"	On 20th June.	
AMSTERDAM, LONDON and ANTWERP	"CALCHAS"	On 20th June.	
LONDON, AMSTERDAM and ANTWERP	"HYSON"	On 4th July.	
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 18th July.	
GENOA, MARSEILLES and LIVERPOOL	"TELEMACHUS"	On 20th July.	
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 1st August.	
LONDON, AMSTERDAM and ANTWERP	"IDOMENEUS"	On 15th August.	
GENOA, MARSEILLES and LIVERPOOL	"STENTOR"	On 20th August.	

## TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILROAD CO.  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON PORTS IN THE UNITED STATES OF AMERICA AND CANADA.  
EASTWARD.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"KEEMUN"	On 19th July.	

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"OANFA" "TELEMACHUS"	On 20th June. On 18th July.	

Hongkong, 9th June, 1905.  
BUTTERFIELD & SWIRE,  
AGENTS. [910]

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
MANILA, SWATOW, WEIHAWEI, CHEFOO, and TIENTSIN	"TAMING"	On 20th June.	
SHANGHAI	"CHIHILI"	On 21st June.	
YOKOHAMA and KOBE	"SHAOHSING"	On 21st June.	
CEBU and ILOILO	"CHINGTI"	On 21st June.	
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"KALFONG"	On 22nd June.	
	"CHINGTU"	On 10th July.	

The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light, Unrivalled Table, A duly qualified  
Sergeant is carried.  
\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.  
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
AGENTS. [11]

Hongkong, 17th June, 1905.

# PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI via INLAND  
SEA OF JAPAN, MOJI, KOBE and YOKOHAMA FOR  
OPERATING IN CONNECTION WITH THE  
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT DAYLIGHT ON
"NICOMEDIA"	4,370	Wagner	July 1st, 1905.
"NUMANTIA"	4,370	Brehmer	July 16th, 1905.
"ARABIA"	4,483	Metschkin	August 6th, 1905.
"ARAGONIA"	5,198	Schuldt	August 26th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to  
ALLAN CAMERON, GENERAL AGENT. [113]

# IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT  
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES  
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION  
STEAMERS.

STEAMERS	SAILING DATES
ZIEFEN	WEDNESDAY 21st June
DARMSSTADT	WEDNESDAY 5th July
SACHSEN	WEDNESDAY 19th July
SCHARNHORST	WEDNESDAY 2nd August
PRINZ HEINRICH	WEDNESDAY 16th August
PRINZ BIELFRIEDRICH	WEDNESDAY 30th August
PREUSSEN	WEDNESDAY 13th September
ROON	WEDNESDAY 27th September
BAYERN	WEDNESDAY 11th October
PREUSSEN	WEDNESDAY 25th October
PRINZESS ALICE	WEDNESDAY 8th November
SACHSEN	WEDNESDAY 22nd November
PRINZ REGENT LUITPOLD	WEDNESDAY 6th December
PRINZ HEINRICH	WEDNESDAY 20th December

ON WEDNESDAY, the 21st day of JUNE, 1905, at NOON, the Steamship  
"ZIEFEN," Captain T. Binck, with MAILS, PASSENGERS, SPECIE, and  
CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
Shipping Orders will be granted till NOON, on MONDAY, the 19th June. Cargo and  
Specie will be received on Board until 5 P.M., on TUESDAY, the 20th June, and Passes will  
be received at the Agency's Office until NOON, on TUESDAY, the 20th June.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.5.  
and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.  
Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
MELOHRS & CO., AGENTS.

Hongkong, 8th June, 1905.

# OSAKA SHOSHEN KAISHA.

REGULAR STEAM-SHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
SHANGHAI via SWATOW, AMOI and POCHOW	"TRIUMPH"	About MONDAY, 19th June.
ANPING via SWATOW AND AMOI	"PROMISE"	TUESDAY, 20th June, at 10 A.M.
TAMSUI via SWATOW AND AMOI	"PROTEUS"	SUNDAY, 25th June, at 8 A.M.

\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
On account of the present state of political affairs, all the Company's new steamers have  
been requisitioned for transport service, and the above-named chartered steamers have been  
secured instead for maintenance of the Company's coastal services. As soon as the state of  
affairs permit, the Company will resume running with its specially designed new steamers.  
For Freight, Passage, and further information, apply at the Company's local Branch Office  
at No. 8, Des Voeux Road Central.

Hongkong, 15th June, 1905.  
T. ARIMA, Manager. [14]

# INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SINGAPORE, SOERABAYA and SAMARANG	"HOPSANG"	Tuesday, 20th June, 3 P.M.
MANILA	"YUENSANG"	Friday, 23rd June, 3 P.M.
SHANGHAI	"HANGSANG"	Friday, 23rd June, 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"SUISANG"	Saturday, 24th June, Noon.
SANDAKAN	"MAUSANG"	Tuesday, 27th June, 3 P.M.
TIENTSIN	"ESANG"	Wednesday, 28th June, 3 P.M.

\* These steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.  
\* Taking Cargo on Through Bills of Lading to Chaofo, Tientsin and Yangtze Ports.  
\* Taking Cargo on Through Bills of Lading to Laha, Datu, Singapore, Tawau, Kudat,  
Noukan, Jesselton and Labuan.

For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
GENERAL MANAGERS. [118]

Hongkong, 19th June, 1905.

# JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN	First half of July	JAVA PORTS	Second half of July
TJILATJAP	JAVA PORTS	First half of July	JAPAN via SHANGHAI	First half of July
TJIMAH	JAPAN	Second half of June	JAVA PORTS	Second half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a  
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports no  
through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
HEAD AGENCY OF THE  
JAVA-CHINA-JAPAN LIJN.  
Telephone No. 375. [16]

Alexandra Buildings, 3rd Floor.  
Hongkong, 9th June, 1905.

## VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.  
NORDDEUTSCHER LLOYD, BREMEN.

JAPAN—CHINA—AUSTRALIA LINE  
via NEW GUINEA.

STEAM FOR  
FRIEDRICH-WILHELMSHAFEN,  
HERBERTSHOF, MATUPI, SYDNEY  
AND MELBOURNE.

On TUESDAY, the 27th June, 1905, at NOON, the  
Steamship "WILLEHARD," Captain  
Obenauer, with Mails, Passengers and Cargo,  
will leave this Port as above.

The Steamer has splendid accommodation and  
carries a Doctor and a Stewardess.  
Linen can be washed on board.

NORDDEUTSCHER LLOYD,  
For Further Particulars, apply to  
MELCHERS & CO.,  
Agents. [1352]

Hongkong, 1st June, 1905.

## COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, INDIA, ADEN,  
EGYPT, MARSEILLES,  
LONDON, HAVRE, BOR-  
DEAUX, MEDITERRA-  
NEAN AND BLACK SEA  
PORTS.

THE Steamship  
"CALEDONNIEN,"  
Captain Gregory, will be despatched for MAR-  
SEILLES on TUESDAY, the 27th June, at  
1 P.M.

Passage tickets and through Bills of Lading  
issued for above ports.  
Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:  
S.S. "CALEDONNIEN" ... 11th July.  
S.S. "TOURANE" ... 25th July.  
S.S. "TONKIN" ... 8th Aug.  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 14th June, 1905. [2]

## EASTERN AND AUSTRALIAN STEAM- SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEEN-  
SLAND PORTS, and taking through Cargo to  
ADELAIDE, NEW ZEALAND, TASMANIA,  
&c.)

THE Steamship  
"AUSTRALIAN,"  
Captain McArthur, will be despatched for the  
above ports on WEDNESDAY, the 12th July,  
at NOON.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, &c., throughout the voyage.

The Steamer is installed throughout with  
the Electric Light.  
A duly qualified Surgeon and Stewardess  
are carried.

N.B.—To ensure the additional comfort of  
passengers the Steamers of the Company have  
electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents. [1453]

Hongkong, 16th June, 1905.

# BEST & GOES FARTHEST

"None of the numerous Cocoa Beans as yet  
equaled in nutritive properties."  
"The British Medical Journal."  
"Pure and Unmixed"—THE LANCET.  
"In Flavour it is perfect."

# Cocoa Houten's Van

EXQUISITE FLAVOUR & UNQUALITY  
HIGH QUALITY  
UNEQUALLED FOR

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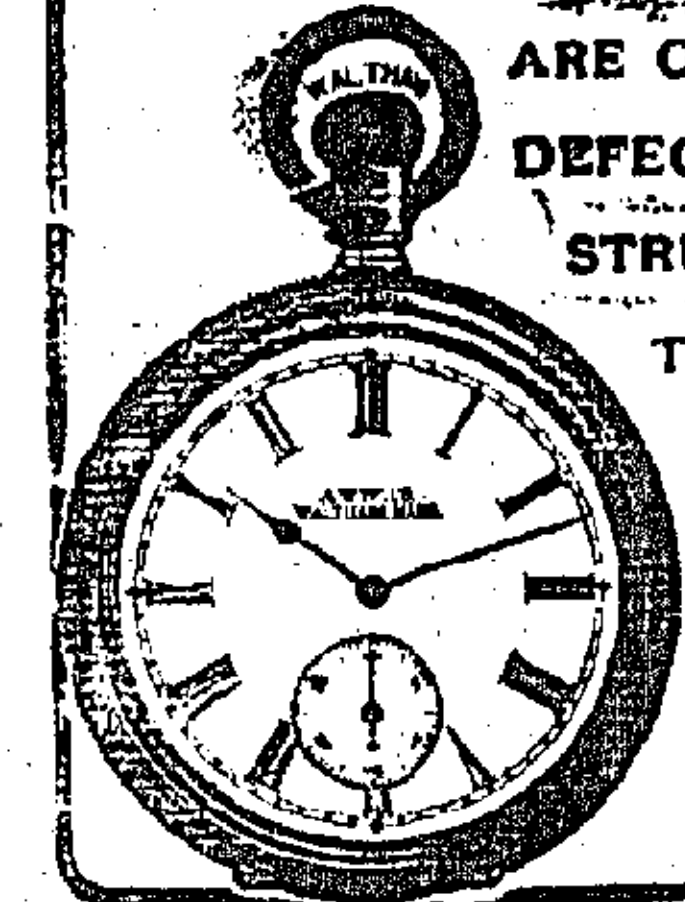
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THE WORLD OVER.

AMERICAN WALTHAM

WATCH COMPANY,

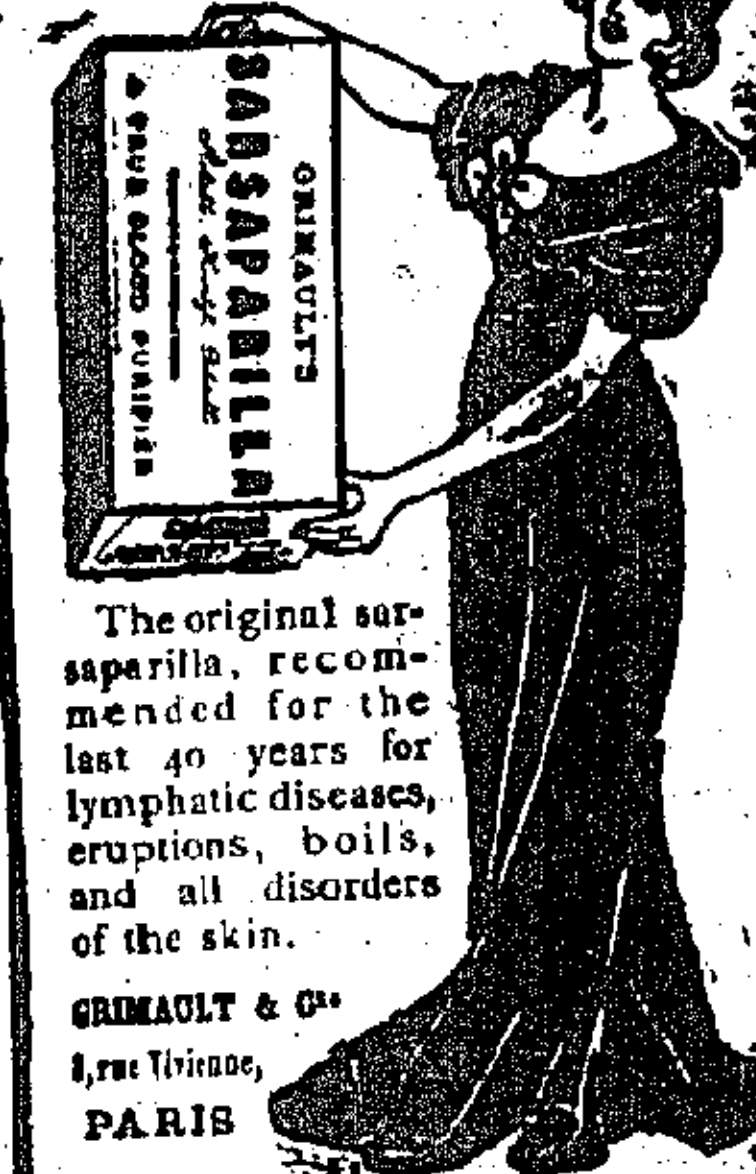
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The original sar-  
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mended for the  
last 40 years for  
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eruptions, boils,  
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of the skin.

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PARIS.

The British Medical Journal says:  
"Benger's Food has by its ex-  
cellence established a reputation  
of its own."

# BENGER'S Food

A delicious, highly  
nutritive, and most easily  
digested Food, specially  
prepared for Infants and  
for Adults whose  
digestive powers have  
been weakened by illness  
or advancing years.  
The experience of thou-  
sands has proved that  
this Food can be enjoyed  
and assimilated when  
others disagree.

A Lady writes:—"Humanly  
speaking, Benger's Food entirely  
saved baby's life. I had tried four  
well-known foods, but he could  
digest nothing, until we began  
the Benger. He is now rosy and  
fattening rapidly."

Benger's Food is in tin of  
chemist's, etc., everywhere.

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